





## Mails.

CANADIAN PACIFIC RAILWAY'S  
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India | Tuesday | 8th Dec.

Empress of Japan | Tuesday | 6th Jan.

Empress of China | Tuesday | 2nd Feb.

THE R. M. S. EMPRESS OF INDIA,  
5,000 tons, Captain O. P. Marshall,  
R.N.R., sailing at noon, on TUESDAY, the  
8th December, with Her Majesty's Mails,  
will proceed to VANCOUVER, and SHANG-  
HAI INLAND SEA, KORE and YOKO-  
HAMA.RATES OF PASSAGE.  
(In Mexican Dollars)  
FROM HONGKONG, FIRST CLASS.

TO	One Way Passage	Prepaid Return
Vancouver, Victoria, Es- quimaux, New West- minster, B.C.	225	338
Port Townsend, Seattle, Tacoma, Wash.	275	413
Portland, Ore., San Fran- cisco.	275	413
San Francisco, Wash. D.C., St. Paul, Minn.	275	413
Chicago, Ill., Kansas City, St. Louis, Mo.	275	413
Milwaukee, Wis.	275	413
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	275	413
Hamilton, London, Toron- to, Ont.	303	458
Buffalo, Niagara Falls, N.Y.	303	458
Kingston, Ottawa, Ont.	303	458
Montreal, Quebec, Que.	303	458
New York, Albany, Troy, Rochester, N.Y.	303	458
Baltimore, Md., Philadel- phia, Pittsburg, Pa.	310	465
Washington, D.C., Boston, Mass., Portland, Me.	310	465
Hatfield, N.S., St. John, N.B.	310	465
Liverpool, and London via Liverpool	312	575
Paris via Liverpool and London	345	512
Hamburg via Liverpool	335	502
Bremen	335	502
Hamburg	335	502

2nd class steamer and 1st class on rail,  
and 2nd class steamer and rail, also Steer-  
age Rates and Rates to other places, quoted  
on application.The Steamers call at Victoria to land and  
embark Passengers.Return Tickets.—Time limit for prepaid  
return tickets is reckoned from date of issue  
to date of re-embarking at Vancouver.Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers.Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services, to  
European officials in service of China or  
Japan, and to Government officials.Casco.—Through Bills of Lading issued  
to Japan, Pacific Coast Ports, and to  
Canadian and United States Ports.Consular Invoices of Goods for United  
States Ports should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of D. E. Brown, As-  
sistant General Freight and Passenger Agent,  
Canadian Pacific Railway Company, Van-  
couver, B.C.PARCELS must be sent to our office with  
address marked in full by 5 p.m. on the  
day previous to sailing.For further information as to Passage  
and Freight, apply toDODWELL, CARLILL & Co.,  
Agents.

Hongkong, November 11, 1891. 2123

Occidental & Oriental Steam-  
ship Company.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE,  
VIATHE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.PROPOSED SAILINGS FROM HONGKONG.  
Oceania.....Tuesday, Dec. 8.  
Galle.....Thursday, Dec. 21.  
Belgia.....Saturday, Jan. 23/92.THE Steamship OCEANIA will  
be despatched for San Francisco, via  
Yokohama, on TUESDAY, 8th  
December, 1891, at 1 p.m., connection being  
made at Yokohama with Steamers from  
Shanghai and Japan Ports.RATES OF PASSAGE.  
FROM HONGKONG, FIRST CLASS.To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Town-  
send, Seattle, Tacoma, Port-  
land, O.To Liverpool and London .....\$325.00  
To Paris and Bremen .....\$345.00  
To Havre and Hamburg .....\$335.00Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers.Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services, to  
European officials in service of China and  
Japan, and to Government officials.Passengers by this line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific  
Railway, Northern Pacific or Canadian Pacific  
Railways.Return Tickets.—First Class.—Prepaid  
return tickets to San Francisco will be  
issued at following rates:—12 months .....\$327.50  
6 months .....\$327.50  
Time is reckoned from date of issue to  
date of re-embarking at San Francisco.Passengers, who have paid full fare,  
re-embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This discount  
does not apply to through fares from China  
and Japan to Europe.All Parcel Packages should be marked to  
address in full; and same will be received  
by the Company's Office until 5 p.m. on the  
day previous to sailing.Consular Invoices to accompany Orga-  
nized to points beyond San Francisco;  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.For further information as to Freight  
or Passage, apply to the Agent of the  
Company, No. 72 Queen's Road Central.  
J. S. VAN BURN,  
Agent.

Hongkong, November 12, 1891. 2123

## Mails.

SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON.ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERIAN, SUEZ,  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

STEAMER ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
PESHAWAR, Captain W. A. Wheeler,  
with Her Majesty's Mails, will be de-  
parted from this for LONDON, via BOM-  
BA Y and SUEZ CANAL, on THURSDAY,  
the 25th November, at Noon.Cargo will be received on board until 4  
p.m. on the day before sailing.  
For further Particulars regarding  
SILK and Valuable for Europe will be  
transhipped at Colombo; General Cargo  
for London will be conveyed via Bombay  
without transhipment, arriving one week  
later than the ordinary direct route via  
Colombo. Tea will be sent either via Bom-  
bay or Colombo according to arrangement.FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.This Steamer takes Cargo and Passengers  
for MARSEILLES.E. A. HEWITT,  
for Superintendent.P. & O. S. N. Co.'s Office.  
Hongkong, November 16, 1891. 2143

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—MARY STEWART, British barque, Captain  
George C. Thompson.—Master.SAHEM, American ship, Captain J. C.  
Barthel.—Jardine, Matheson & Co.THERESA, German barque, Captain W.  
N. Miller.—Wielers & Co.

To-day's Advertisements.

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.The Steamship  
OCEANIA, Captain David, will be  
despatched as above on  
or about TUESDAY, the 24th Instant, at  
Noon, instead of as previously advertised.For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, November 21, 1891. 2154

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship  
Kaitian, Captain Davis, will be  
despatched for the above  
Ports on WEDNESDAY, the 25th Inst., at  
Daylight.For Freight or Passage, apply to  
DOUGLAS LARLICK & Co.,  
General Managers.

Hongkong, Novem' 21, 1891. 2154

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.THE S.S. ARRATON, per having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remain-  
ing on board after the 23rd Instant will be  
landed at Consignees' risk and expense into  
Messrs. N. Mow & Company's Godowns,  
at Wanchai.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, November 21, 1891. 2151

DAKIN BROS. OF CHINA, Ltd.,  
CHEMISTS, &c.

WINES AND SPIRITS.

SCOTCH WHISKY.

WHITE CARBON, F.O.S.—A Blend of the  
Finest Whiskies produced in Scot-  
land, matured in Sherry Casks for 7  
years before bottling.

—Per doz., \$10.00. Bottle, \$1.00.

GOLD ORANGE—Heather Glen—A Fine  
Blend with a decided Peat Reek,  
entirely free from Fusel Oil, 5 years  
old before bottling.

—Per doz., \$7.00. Bottle, 60 cts.

22 & 24, QUEEN'S ROAD CENTRAL,  
HONGKONG.

LONDON—AMOT, 2070

## To-day's Advertisements.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

STEAM FOR HAIPHONG.

(Taking Passengers for Hanoi, and Cargo  
for TONKIN and QUINCHON.)The Co.'s Steamship  
Haiphong, Captain FAUVEAU, will  
leave for the above Ports  
on MONDAY, the 23rd Instant, at Noon.  
For Freight or Passage, apply to  
G. de CHAMPEAUX,  
Agent.

Hongkong, November 21, 1891. 2105

SHIPPING.

ARRIVALS.

November 21, 1891:—  
Amago, German air, from Whampoa.  
Palma, German air, from Whampoa.  
Tamarind, Norwegian air, from Wham-  
poa.Attair, British barque, 1,025, Mauro, New-  
chwang November 9, Bona.—WIELER &  
Co.Don Juan, Spanish steamer, 654, R.  
Beltrán, Manila November 18, General.—  
BRANDAO & Co.Comet, German ship, 1,025, Krippner,  
Cardiff October 9, Coal.—O'DRISCOLL  
& Co.Lycornum, German steamer, 1,236, G.  
Heuermann, Shanghai Nov. 18, General.—  
SINGAPORE & Co.Kwangtung, British steamer, 639, Slee-  
man, Swatow November 20, General.—  
JARDINE, MATHESON & Co.Toson, Chinese steamer, 938, John  
Warwick, Shanghai November 18, General.—  
O. M. S. N. Co.Chow Ka, British steamer, 1,057, F. H.  
Phillips, Bangkok November 9, Rice and  
General.—YUEN FAT HONG.Wu Le Lachur, British barque, 545,  
Raynell, left Hongkong October 28, put  
back from South Cape Formosa, Ballast.  
—O'DRISCOLL & Co.Clara, German steamer, 675, H. Island,  
Haiphong November 18, Rice and General.  
—A. R. MARTY.Chongang, British steamer, 1,194, R. C.  
D. Bradley, Wuhu November 16, Rice.—  
JARDINE, MATHESON & Co.

DEPARTURES.

November 21:—  
Bylgia, for Gulf of Tonkin.  
Amago, for Whampoa.  
Sachsen, for Europe.  
Lycornum, for Whampoa.  
Toson, for Whampoa.  
Mefco, for Shanghai.  
Diamond, for Amoy.  
Esmeralda, for Amoy.  
Melpomene, for Singapore and Bombay.

CLEARED.

Sundelch Phra Nang, for Bangkok.  
Haiphong, for Haiphong.  
Triumph, for Suifu.  
Kwangtung, for Swatow.

PASSENGERS.

ARRIVED.

Per Attair, from Newchwang, Mrs. Man-  
to and son.  
Per Don Juan, from Manila, 8 Chinese.  
Per Lycornum, from Shanghai, Messrs  
Wardman, and Samuel, and 154 Chinese.  
Per Kwangtung, from Swatow, Mr. Booh,  
and 11 Chinese.  
Per Toson, from Shanghai, 10 Chinese.  
Per Chow Ka, from Bangkok, 60 Chinese.

DEPARTED.

Per Sachsen, from Hongkong: for Singa-  
pore, Messrs F. M. Bacon, R. H. Bacon, J. C.  
Smith, C. M. Barrada and servant, John  
Young, and Major H. W. Porrie; for Sou-  
thampton, Mr. Glen, Price Sell, from  
Shanghai; for Genoa, Dr. Lee (German  
Counsel from Obovo), Capt. Anchor, Messrs  
G. Starich, and H. H. Hansen, from  
Yokohama; for Genoa, Captain Petersen,  
from Nagsaki; for Singapore, Mrs. Mas-  
sieu, for Port Said, Mr. W. Johnson.  
Per Mefco, for Shanghai, 12 Chinese.  
Per Diamond, for Amoy, 42 Chinese.  
Per Esmeralda, for Amoy, 5 Europeans,  
and 60 Chinese.  
Per Melpomene, for Singapore, 198 Chi-  
nese.

To Depart.

Per Sundelch Phra Nang, for Bangkok,  
12 Chinese.  
Per Haiphong, for Haiphong, 2 Euro-  
peans, and 10 Chinese.  
Per Triumph, for Suifu, 40 Chinese.

SHIPPING REPORTS.

The German steamer Lycornum reports:  
Had fresh monsoon, and fine weather all  
the way.The British steamer Kwangtung reports:  
Had light N.E. monsoon, with Northerly  
swell throughout. November 20th, H.M.S.  
Porpoise, and steamer Hongkong at Swatow.  
The Chinese steamer Toson reports:  
Had strong fresh to moderate monsoon and  
fine weather.The British steamer Chow Ka reports:  
Left Bangkok 8th instant, arrived Amoy 9th  
instant, left Amoy for Hongkong 9th  
instant; from the 9th to the 12th, light  
variable wind and fine weather. On 13th  
instant, commenced to blow with great  
violence with cross sea, and barometer  
falling very rapidly, at 11.30 a.m., put into  
Phuyen harbour; at 9 a.m., 16th instant,  
weather moderating put to sea; 17th inst.,  
barometer falling rapidly, wind increasing  
to a gale, with mountainous sea, sweeping  
the decks free and aft, continued same  
weather up to the 19th instant, daylight  
19th, sighted Hainan Island, weather moder-  
ating; 20th, moderate breeze and clear  
weather. At 9.50 a.m., 21st, arrived in  
Hongkong. Passage of 11 days, 14 hours.

MOUNT AUSTIN HOTEL.

LIST OF VISITORS.  
Mr. J. B. Condit, Mr. D. R. Law,  
Mr. and Mrs. Geo. B. Meyer,  
Doddwell & children, Mr. E. Ormiston,  
Mr. Goetz, Mr. P. P. P.  
Mr. Gossman, Miss Reading,  
Mr. O. L. Gorman, Mr. A. Ross,  
Mr. and Mrs. Egan, Miss Studget,  
and children, Mr. Taylor,  
Mr. and Mrs. Heems, Mr. Tonzell,  
Mr. and children, Mr. and Mrs. Unwin,  
Mr. Monhouse, and children.

EXPORT CARGOES.

Per S. S. Empress of China, sailed 16th  
November:—For Vancouver, R.O. 5 chests  
Opium, 224 bags Sugar, 240 bags Rice, 20  
pkgs. Tea, 137 boxes Oil and 551 pkgs.  
Merchandise; for Victoria, R.O. 2 cases  
Silk Goods, 60 chests Opium, 65 pkgs. Tea,  
70 cases Oil, 604 bags Rice and 1,130 pkgs.  
Merchandise; for Portland, 500 bags Sugar.

## Business Notices.

1891. ST. ANDREW'S BALL. 1891.

Gloves. KID. ALL SIZES.  
Shoes. SATIN, KID AND MOROCCO.  
Hosiery. SILK, WOOL AND LISLE THREAD.

Fans, Feathers, Flowers.

Hongkong Trading Company, Ltd.,  
Dressmakers, Milliners & Complete Outfitters.

Vessels Advertised as Loading.

Destination. Vessel. Agents. Date of Leaving.

Haiphong. Haiphong (s). Messageries Maritimes. Nov. 23, at noon.

Havre, L. Dou &amp; H. Dou. Havre (s). Messageries Maritimes. Nov. 23, at noon.

London &amp; Ports of Call. Peshawar (s). Messageries Maritimes. Nov. 23, at noon.

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## MEMOS. FOR MONDAY.

Shipping.

Noon.—Haiphong leaves for Haiphong.

Noon.—Batavia leaves for Honolulu, &amp;c.

Meeting.

Noon.—Meeting of Shareholders of The  
Tai On Ship Co., Ltd. at No. 25, Praya  
Central.

Miscellaneous.

Goods per Melpomene undelivered after  
this date subject to rent.Goods per Arraton appear undelivered  
after this date landed.A. S. WATSON & Co.,  
LIMITED.WE INVITE ATTENTION TO OUR  
FIRST SUPPLIESOR  
CONFECTIONERY—AND—  
CHRISTMAS GOODSRECEIVED BY  
THE LAST MAIL.JORDAN ALMONDS, NOUGAT, BUT-  
TER SCOTCH, ASSORTED TOFFEEES,  
DRAGLES, PRALINES, and a large  
selection of PURE CONFECTIONERY  
from the leading Manufacturers.

CADBURY'S SPECIAL CHOCOLATE







MR. W. S. GILBERT AT HOME.  
The "Illustrated Interview" in the new number of the *Strand Magazine* with Mr. W. S. Gilbert. We extract some of the most entertaining passages—  
His *Lariat Wound*.

Mr. Gilbert (we read) lives in a land of his own. There is nothing waiting to complete his miniature kingdom at Gretna Dyke, Harrow Weald. With 110 acres at his disposal he has laid down a healthy two miles of path, which wind their way through banks of moss and ferns, avenues of chestnut-trees, and secluded valleys. You turn out of one pathway only to enter a diminutive forest; again, and you are standing by the rustic and water-roads by the side of the old Dyke, which has run its course for two thousand years and more,

spanned by rustic bridges; and in one part, near the bathing-house, is a statue of Othello, which originally stood, years ago in Boio Square. You may wander along a walk of roses and sweetbriar, or admire the view from the observatory, when the owner enjoys his astronomical watchings. From another spot Windsor Castle is visible. Mr. Gilbert is a man of mind. The verse of comic opera does not prevent him from watching the interests of his thoroughbred Jersey—for there is a perfect home farm on the Gilbertian land. He has not—save at rare intervals—seen one of his own plays acted for sixteen years. Report says that on "first nights" he wanders about muffled up with his hat over his eyes along the Thames Embankment, casting occasional

glances in the direction of the water, and mentally measuring the height of Waterloo Bridge. Nothing of the kind. He goes to his club and smokes a cigar, and looks in at the theatre about eleven to see if there is a call, and he is seldom disappointed in the object of his visit. He is quite content to look in at the theatre to see that everything is safe for the curtain to rise, goes away, and returns at the finish.

READY FOR AN INDIAN OPERA.  
The library has one distinctive curiosity. It opens out on to the lawn, and its white enamel bookcases contain close upon 4,000 volumes out of a total stock of some 5,000 works scattered about the house. All round the apartment are drawings by A. Caracci, Watteau, Lancret, Salvator Rosa,

Rubens, Andrea del Sarto, and others; and on the top of the bookcases are arranged seventy heads representing all sorts and conditions of character typical of India. They are made of papier-mâché, and were brought home from India by Mr. Gilbert, with the exception of the head of a scowling Brahmin, which was a gift from the Council for the last three years, took Mr. B.A. degree at the London University, and was called to the Bar of the Inner Temple in 1863. I was at the Bar four years, and am now very deservingly called to the Bar of the Inner Temple.

The First Two Fees.  
I was introduced for the Royal Artillery (says Mr. Gilbert), and read up during the Crimean War. Of course it came to an end just as I was prepared to go up for examination. No more officers were required, and further examinations were

indefinitely postponed until I was over age. I was offered a line commission, but declined; but eventually, in 1868, I was appointed captain of the Royal Artillery Highlanders (Militia), a post I held for sixteen years. I was clerk in the War Office for the last three years, took my B.A. degree at the London University, and was called to the Bar of the Inner Temple in 1863. I was at the Bar four years, and am now very deservingly called to the Bar of the Inner Temple.

On Omicron.  
The circumstances attending my initial brief on Omicron I am not likely to forget. I was to make my maiden speech in the prosecution of an old Irishman for stealing a coat. Mr. and Mrs. Bancroft and the members of the Prince of Wales's company, then on tour, were present on the bench, and I am sorry to say, at my invitation, so I never had I got up than the old dame, who seemed to realize that I was against her, began shouting, "Ah, ye devil! sit down! Don't listen to him, ye honour! He's known in all the slums of Liverpool. Sit down, ye spalpeen! He's as drunk as a lord, yer honour—begging your lordship's pardon." Whenever I attempted to resume my speech I was flooded by the torrent of the old lady's eloquence, and I had at last to throw myself on the protection of the Recorder, who was too convulsed with laughter to interfere. Mrs. Bancroft says, in her memoirs, that I never got that maiden speech off; but in that she is mistaken. The old lady had three months.

A Modern Speech.  
Mr. Gilbert's tact and unqualified skill as a stage-manager are well known, but he explained to me a decidedly novel secret which undoubtedly greatly assists him in his perfect arrangements of *mise-en-scène*. He has an entire sheet of paper, Mr. Gilbert works out every single position of his characters, giving them their proper places on the model stage; and he is thus enabled to go down to rehearsal prepared to indicate to every principal and character his proper place in the scene under consideration.

HE LIGHTS HIS PIPE ON E MORE.  
Some fifty years ago the English ship "Argo" was wrecked on a low-lying key or sand island of the Bahamas group. Only one man, a sailor, was thrown safely on the beach by the waves. In his pocket was a tobacco box, a pipe, and a flask of brandy. Wringing water from his clothes, he seated himself, lighted his pipe, and with true British phlegm proceeded to consider his situation. The moral of which is that when an Englishman, having the means, refuses to smoke, he is in very bad form.

For example, here is a man who says, "I always enjoyed my pipe, but now I couldn't take a whiff." To be sure, there was a reason, and he puts it in this way: "Up to Michaelmas, 1887," he says, "I was a strong, healthy man. About this time I began to feel bad at my stomach and had no relish for food. I had a bad taste in the mouth, and after eating I would retch and vomit until the water came out of my eyes, and so on. I had this last my wife had to hold my head. My eyes turned yellow, and I felt low, weak, and nervous. Sometimes I would break out into a sweat and then go cold and chilly."

"I couldn't touch solid food, and for months I looked up at our water, and when I did eat I felt heavy, and seemed to be dead and lifeless in my body. Feeling low and depressed, I had no enjoyment in life. Before this I was always cheerful and enjoyed my pipe, but now I couldn't take a whiff."

"I had a craving, gnawing pain at the stomach which nothing eased for long together. I had been applying cod-liver oil, and took different kinds of medicine, but nothing went to the spot, nothing eased me. After a time I had to give up my work, for I got so weak and nervous I could not hit my work, and my tools and things ran off by my hand."

"For over four months I did not have a single good night's rest. I would turn and turn in bed all night long, and my wife and I often sat up the best part of the night rather than go to bed. I went so thin that my clothes fairly hung upon me. Friends who came to see me told, one another I could not get better, and even my wife said I would do no more work in this world."

"For more than twelve months I had a clever doctor attending me, but his medicine did me no good, then I went to see a physician at Southsea, with the same result. The doctors sounded my lungs, but found nothing wrong, and said all my ailments were brought on by bad digestion. 'Now get weaker and weaker, and had given up all hopes of recovery, when in the spring of 1890 a lady from London who was staying at the vicarage at Otten Belsham heard of my condition. She called at Mr. Goody's, the medicine dealer, and told him to supply me with some Mother Seigel's Curative Syrup, as she would pay for it. Very reluctantly I took the medicine, for I had tried so many things without obtaining any benefit. However my wife pressed me so hard that at last, I began to take the Syrup. After a few doses I said to my wife, 'I think I feel better for this medicine,' and from that time I commenced to improve. By the time I had taken three bottles I was back at my work, as strong and well as ever—much to the surprise of everybody."

"People all over the world need get well, but I did, thank God."

"Now I tell every one that Mother Seigel's Syrup saved my life. I can now eat anything, and feel so light-hearted I could jump over a five-barred gate. My neighbours all say I look ten years younger. ELIAS BLAND, shoemaker, Ditchampt St. Paul, Clero, Suffolk."

The doctors who attributed Mr. Bland's illness to indigestion and dyspepsia were quite right. All they lacked was the proper remedy. This appeared in Mother Seigel's Syrup, and now our good friend enjoys his pipe as he did in other years. If he is ever landed in that way again we may wager he won't forget what we do.

## Intimations.

## THE CHINA REVIEW.

PUBLISHED TRI-MONTHLY.

THIS Review, which has been so long delayed, is at last ready to appear. It is the result of the discontinuance of "Notes and Queries on China and Japan," which has reached its Eighteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China, etc., and to give criticism embodying the best of the most recent works on such topics. Authors and Publishers are requested to forward works to the Editor, *China Review*, care of *China Mail Office*.

The Notes and Queries are still continued, and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Elliot, Bestehneider, and Hirth, Professor Legge, and Messrs. Hailston, Weston, Scott, Phillips, MacIntyre, Groot, Jamieson, Fidler, Kopsch, Parker, Playfair, Gilles, Pison, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of the subject.

The Subscription is fixed at £6.50 per annum, postage included—payable in advance. Orders for binding volumes will be promptly attended to; Address, "Manager, *China Mail Office*."

OPINIONS OF THE PRESS.  
"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).

"This *China Review* is a most excellent table of contents."—*Colonial Empire*.

"The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers."—*Colonial Empire*.

"This number contains several articles of interest and value."—*North-China Herald*.

"The *China Review* for September-October fully maintains the high standard of excellence which characterizes that publication, and although the forms are interesting and readable manner. Mr. MacIntyre will find an interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is somewhat old. The Notes of Mr. MacIntyre include a most generous and appreciative review of 'The Divine Comedy of Dante Alighieri,' and the Notes and Queries are as usual very interesting."—*North-China Daily News*.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—*Overland Mail*.

"The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. MacIntyre on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."

"Mr. E. H. Packard's 'Short Journey in Szechuen' are continued, and a goodly list of Chinese travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history."

A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Games in Western Borneo and Java' might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press*.

The Review's Editorial Board contains the following names: The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Colony Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of immense stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective offices."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style, and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Reside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' continue to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of the present number in the field, and that the *China Review* may resolve the support necessary to insure its continuance.

Our Jobbing Department.  
HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELS, etc., we are prepared to execute orders for FANCY WORK, with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, and STOPPING AT YOKOHAMA AND SAN FRANCISCO.

Passenger Saloon, from Hongkong, City of Peking, via Yokohama, Nov. 25, 1891. City of Rio de Janeiro, via Yokohama, Dec. 19, 1891. City of Bahia, via Yokohama, Jan. 12, 1892.

THE U. S. MAIL STEAMSHIP COMPANY. PEKING will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 26th November, 1891, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE. From Hongkong to San Francisco, via Yokohama, \$125.00. To San Francisco, via Yokohama, \$125.00. To Yokohama, \$125.00. To Yokohama, \$125.00.

Through Passage Tickets granted to England, France, and Germany by all leading lines of Steamships.

Special rates (first class) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco, will be issued at following rates: 4 months, \$337.50. 6 months, \$337.50. 12 months, \$337.50.

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This discount does not apply to through fare from China and Japan to Europe.

Through Bills of Lading are issued for exportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Europe, to Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. All Parcel Packages should be marked to address in full, value if same is required.

Consular Invoices to accompany Cargo landed in ports beyond San Francisco, in the United States, must be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the General Agent, Company, No. 72, Queen's Road Central, Hongkong.

J. A. VAN BUREN, Agent.

Hongkong, October 31, 1891. 2066

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, SUZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS: ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 26th December, 1891, at Noon, the Company's Steamship NATALE, Commanded by M. de MAIR, PASSENGERS, FREIGHT, and CARGO, will leave this Port for the above places.

Cargo and Special will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe. The principal Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Special and Parcel mail, up to 4 p.m. on the 26th December, 1891. Passengers are not to be sent on board; they must be at the Company's Office.

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 19, 1891. 2169

## Intimations.

## GAIN ONE POUND A DAY.

A GAIN OF 1 POUND A DAY IN THE CASE OF A MAN WHO HAD BEEN "TALKING DOWN," AND HAD BEEN TO TAKE THAT REMARKABLE FIRST PRIZE.

## SCOTT'S EMULSION

OF PURE COD LIVER OIL, WITH HYPOPHOSPHITES OF LIME & SODA.

IS THE MOST PERFECT AND EFFECTIVE REMEDY FOR ALL THE FOLLOWING AFFECTIONS:

RAKED, PALENESS, LOSS OF APPETITE, AND ALL THE SYMPTOMS OF DEBILITY.

SCOTT & BOWNE, LONDON, 47 FARRINGTON ST., LONDON.

Sole Agents for China and Hongkong: MESSRS. A. & WATSON & CO., LTD.

Printed and published by the CHINA MAIL OFFICE, at the CHINA MAIL PRESS, No. 72, Queen's Road Central, Hongkong.

## SHARE LIST.—QUOTATIONS.

Hongkong, Saturday, Noon, 21st November, 1891.

STOCKS.	Capital.	No. of Shares.	Pay- up.	Reserve & Work- ing Account.	Last Dividend and when paid.	Closing Quotations.
<b>Banks.</b>						
Hongkong & Shanghai Bank- ing Corporation .....	\$ 10,000,000	80,000	\$ 125	\$ 6,300,000	30/- for 1-year ending 30/9/91, Aug. 24, 91	167 1/2 prem., cash
Bank of China, Japan & Straits .....	£ 1,000,000	99,875	25/-	£ 100,000	4/- per share, Feb. 14, 91	\$183, sales and buyers
Do. New Issue .....	£ 1,000,000	100,000	—	—	—	\$13, sales
Do. Founders .....	—	1,250	£ 1	—	28, February 14, 91	\$125, per share
National Bank of China, Ltd. ....	£ 1,000,000	100,000	£ 2	—	First year.	37 1/2 dis. sales for 'B' shares on \$4.10
Do. Do. (Founders) .....	—	1,250	£ 1	—	First year.	\$240, sales
<b>Marine Insurances.</b>						
Union Insurance Society of Canton, Limited .....	\$ 2,500,000	10,000	\$ 25	\$ 800,000	26 per cent. for 1890, Oct. 12, 91	\$91, sales and buyers
China Traders Insurance Co., Ltd. ....	\$ 2,000,000	24,000	\$ 25	\$ 700,000	18 per cent. for year ending 31/3/90, Sept. 18, 91	\$91, sales and sellers
North China Insurance Co., Ltd. ....	£ 1,000,000	5,000	£ 50	£ 320,000	10 per cent. for 1889	Tls. 260, sales
Yangtze Insur. Association, Ltd. ....	\$ 800,000	8,000	\$ 100	\$ 423,722	—	Tls. 72, buyers
Canton Insurance Office, Ltd. ....	\$ 2,500,000	10,000	\$ 50	\$ 455,131.40	\$6 per share for 1889, March 12, 90	\$106, sales and buyers
Straits Insurance Co. Ltd. ....	\$ 3,000,000	30,000	\$ 20	\$ 511,107	5 per cent. for year ending 31/12/90, July 4, 91	\$122
<b>Fire Insurances.</b>						
Hongkong Fire Insur. Co., Ltd. ....	\$ 2,000,000	8,000	\$ 50	\$ 1,050,000	\$18 per share for 1889, March 9, 91	\$315, cash
China Fire Insurance Co., Ltd. ....	\$ 2,000,000	20,000	\$ 20	\$ 748,500	30 per cent. for 1889, Feb. 28, 91	\$87, buyers
Straits Fire Insurance Co., Ltd. ....	\$ 2,000,000	20,000	\$ 20	\$ 231,376.04	6 1/2 per cent. for 1889, March 27, 91	\$15, sellers
Singapore Insurance Co., Ltd. ....	\$ 3,000,000	30,000	\$ 20	\$ 108,540.55	—	\$11 1/2, sellers
<b>Shipping.</b>						
Hongkong, Canton & Macao Steam-boat Co., Limited .....	\$ 1,000,000	80,000	\$ 20	\$ 83,000	4 per cent. for 1-year ending 30/9/91, Aug. 1, 91	\$35, sales
Indo-China Steam Navigation Co., Limited .....	£ 1,200,000	60,000	£ 10	none	2 1/2 per cent. for 1890, June 1, 91	27 1/2 discount, sellers
China & Manila S. S. Co., Ltd. ....	\$ 250,000	5,000	\$ 50	\$ 25,000	—	\$50, sellers
Douglas Steamship Co., Ltd. ....	\$ 1,000,000	20,000	\$ 50	\$ 1,974.47	5 per cent. for year ending 30/9/91, Sept. 28, 91	\$36, sales
<b>China Shippers Mutual S. N. Co.</b>						
China Shippers Mutual S. N. Co. ....	\$ 242,900	12,145	£ 15	\$ 89,000	Int. div. of 2% prem. for 6 months to 30/6/91, October 14 and 24, 1891.	\$15, sellers
Do. Do. new issue .....	\$ 100,000	2,000	£ 30	none	3 per cent. for 1-year ending 30/6/91, Sept. 1, 91	\$11, sellers
Steam Launch Company, Ltd. ....	\$ 100,000	2,000	\$ 30	\$ 1,278.00	—	par, nominal
<b>Refineries.</b>						
China Sugar Refining Co., Ltd. ....	\$ 1,000,000	15,000	\$ 100	none	Int. div. \$6 per share, Aug. 28, 91	\$178
Luzon Sugar Refining Co., Ltd. ....	\$ 700,000	7,000	\$ 100	\$ 1,840.48	28 per share for 1890, March 28, 91	\$58, sellers
<b>Mining.</b>						
Panjin Doo Samantan Mining Co., Ltd. ....	\$ 800,000	60,000	\$ 10	none	—	\$2
Societe Francaise des Charbonnages du Tonkin ....	Frs. 4,000,000	8,000	Frs. 500	\$319,262.31	—	\$925
Selama Tin Mining Com- pany, Limited .....	\$ 575,000	115,000	\$ 5	none	—	40 cents
Imuria Mines, Limited .....	\$ 200,000	300,000	\$ 2	\$285,816.16	—	\$1
Balmoral Gold Mining Co., Ltd. ....	\$ 180,000	18,000	\$ 10	none	—	\$94, buyers
Jelebu Mining & Trading Co., Ltd. ....	\$ 225,000	45,000	\$ 5	\$66,490.46	—	nominal
Raub Australian Syndicate, Ltd. ....	\$ 1,000,000	1,000,000	17/11	none	7 per cent. 1-year ending 5/8/91, Oct. 15, 91	\$4
Societe Francaise des Houil- leres de Tourane .....	Frs. 4,000,000	4,000	Frs. 100	\$472,442.12	—	80 cents, buyers
<b>Docks, Wharves &amp; Godowns.</b>						
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 1,562,500	12,500	\$ 125	none	7 per cent. 1-year ending, Aug. 25, 91	25 dis., sellers
Hongkong & Kowloon Wharf & Godown Co., Limited .....	\$ 1,000,000	20,000	\$ 50	\$51,566.08	Int. div. 4 per cent., August 4, 91	\$15, buyers
Wanchai Warehouse & Storage Co., Limited .....	\$ 250,000	2,500	\$ 37 1/2	\$ 2,385.92	—	par, nominal
<b>Land, Hotels &amp; Buildings.</b>						
Hongkong Land Investment & Agency Company, Ltd. ....	\$ 5,000,000	50,000	\$ 60	\$ 1,250,000	Int. div. 82 per share, August 1, 91	\$75, buyers
Kowloon Land and Building Company, Ltd. ....	\$ 300,000	3,000	\$ 30	\$81.61	—	\$12
West Point Building Co., Ltd. ....	\$ 625,000	12,500	\$ 40	\$ 1,340.94	Int. div. 60 cents, July 20, 91	\$25
Hongkong Hotel Co., Limited .....	\$ 300,000	6,000	\$ 50	none	4 per cent. for 1-year ending 30/9/91, Sept. 7, 91	\$80, sellers
Do. New Issue .....	\$ 300,000	6,000	\$ 25	\$82.97	50 cents p. share, 1-year end. 30/6/91, Sept. 7, 91	\$30, nominal
Austin Arms Hotel & Building Company, Limited .....	\$ 200,000	4,000	\$ 50	none	—	\$10, sellers
Peak Hotel & Trading Co., Ltd. ....	\$ 200,000	4,000	\$ 50	\$5,737.43	—	\$5, sellers
Humphreys Estate & Finance Company, Ltd. ....	\$ 100,000	1,000	\$ 100	\$4,329.64	14 per cent. for 1890, April 17, 91	\$200, buyers
Do. New Issue .....	\$ 150,000	1,500	\$ 100	\$20.00	—	—
<b>Miscellaneous.</b>						
Green Island Cement Company Limited .....	\$ 1,000,000	20,000	\$ 50	none	—	\$10
China-Borneo Co., Ltd. in liq. ....	\$ 750,000	7,500	\$ 55	\$59,173.70	—	\$10, sellers
A. S. Watson & Co., Limited ..	\$ 500,000	60,000	\$ 10	\$63,468.91	Int. Div., 7 per cent. for 1891, Nov. 5, 91	\$19, sellers
<b>Hongkong Trading Co., Ltd. ....</b>						
H. G. Brown & Co., Limited ..	\$ 400,000	4,000	\$ 5	\$140,000	6 per cent. for 1890, April 1, 91	par nominal
Hongkong Electric Co., Limited ..	\$ 300,000	30,000	\$ 8	\$40,000	Int. div., 82 per share, Sept. 8, 91	\$14, sellers
Labak Planting Co., Limited ..	\$ 200,000	2,000	\$ 60	\$472.50	—	\$5
Hongkong & China Cold Storage Co., Limited (now ..	\$ 50,000	5,000	\$ 10	\$6,879.79	—	\$5, sellers
HK. Roe Manufacturing Co., Ltd. ....	\$ 150,000	3,000	\$ 50	\$82,427.22	—	\$130, nominal
Geo. Fenwick & Co., Limited ..	\$ 150,000	6,000	\$ 25	\$13,325.48	10 per cent. for 1890, and 2 1/2 per cent. bonus, April 9, 91	\$106, buyers
Hongkong Ice Co., Limited .....	\$ 125,000	5,000	\$ 25	\$6,119.00	1,000 7 per cent. for 1890, March 11, 91	\$14, buyers
Hongkong High-Level Tram- ways Company, Limited .....	\$ 125,000	1,250	\$ 100	\$3,600.70	Int. div. 8 per cent., Aug. 10, 91.	\$82, sellers
Hongkong Brick and Cement Company, Limited .....	\$ 100,000	4,000	\$21.50	\$68.75	—	\$35, sellers
Dairy Farm Co., Limited .....	\$ 100,000	10,000	\$ 10	none	—	\$10, nominal
Cruikshank & Co., Limited ..	\$ 80,000	1,600	\$ 50	none	—	\$7 1/2, sellers
Hkong & China Bakery Co., Ltd. ....	\$ 30,000	600	\$ 50	none	\$5 per share for 1890, March 17, 1891	\$70, sellers
Campbell, Moore & Co., Limited ..	\$ 12,000	1,200	\$ 10	none	—	\$10, nominal